

position, the Brotherhoods demanding a reduction in the cost of living and the shopmen and others demanding immediate relief of the Plumb plan. They made it known that they were not favorably inclined to the recommendations already made for Congress action, and it was suggested, it is understood, that an appropriation to meet the situation immediately was suggested.

Shopmen Call on President.

The shopmen sought an audience with the President. The President is reported to have told them that he had every Government agency operating to reduce the cost of living and that while there was no hope of pre-war prices a reduction might be looked for. He indicated that the process of price reduction would be a slow one. The President outlined the steps taken and the results expected and urged consideration of the national welfare in the efforts of the shopmen to better their condition.

The President was told, as Mr. Hines had been told, that the rank and file of the men were being kept in restraint with difficulty. The strikes already called were cited as examples of the difficulty of keeping the men from direct action, and hasty solution of the problem was urged upon the Executive. He gave assurance that everything possible to meet the situation would be done.

The shopmen talked insistently for immediate action without waiting for new legislation. They outlined to the President the details of their demands from the time they were originally submitted in January last to the present, saying that they had waited for more than half a year for an answer, while living conditions had become rapidly worse.

Representatives of the Brotherhoods denied that the railroad unions are holding up Congress and the Government again, or that their demands for government ownership and participation in railroad operations constituted a threat.

Statement of Brotherhoods.

In a statement by all of the Brotherhood leaders and Mr. Jewell, the Brotherhood says they are merely suggesting a solution of the economic problem and are acting for the people. The statement reads:

"The insouciance in telegraphed speeches from Washington, appearing in the speech of Representative Blanton of Texas, that the railroad unions are 'holding up Congress and the Government' may as well cease. This appeal is made to the American people. It is to invite the judgment and common sense of public sentiment of all the public which earns a wage or stipend. We recognize that the only way in which we can secure a permanent system is to demand further increase in wages. But we agree with Representative Blanton that this affords but temporary relief. It does not offer a remedy."

"Labor's bill, on the other hand, provides a remedy and we ask merely that its terms be scrutinized. Our full argument in support of these terms will be presented on Wednesday before the House Committee on Interstate Commerce by Warren B. Stone, Grand Chief Brotherhood of Locomotive Engineers, Frank Morrison, Secretary of the American Federation of Labor, and Glen E. Plumb, general counsel of the Organized Railway Employees of America. This statement is intended to sound the note of our basic principle."

"That this role originates with labor is merely because labor happens to have organized through which it may become articulate. It is not to benefit labor as labor alone; it is to benefit the consuming public, of which labor is present in the audible part. In labor's bill providing that arbitration shall be between the public, the railway operating management and the employees, the labor and the public have established this new policy, which envisages their condition not only as producers but also as consumers."

Demand New System of Profits.

"It marks the step by which organized labor passes from demands for wage increases to demands that the system of profits in industry be overhauled. Hitherto during successive wage negotiations and strikes, labor has called for provisional settlements only, of questions arising out of differences as to wages, hours and conditions of labor. That principle of genuine cooperation and partnership based upon a real community of interest and participation in control of which President Wilson has spoken so often, has been ignored both by labor and by the private owners of the railroads."

"What wage increases have been received during the past few years resulted only in immediately being followed by more than proportionate increases in the cost of living. Each rise in wages has turned out to mean only temporary relief for the affected workers."

"When the increases have gone around the circle labor as producer loses the advantage of the new wages through the additional cost it pays as consumer. Moreover, through compounded profits taken on these wage increases, each cycle becomes an upward spiral of costs, which the consuming public vainly reaches to control."

"As the major part of the consuming public labor is entitled to representation on the directorate of the public railroads. As a producer of the public railroads, to capital, which is the fruit of yesterday's labor, we now propose to discharge every legal obligation. We demand that the owners of capital who represent only financial interests as distinguished from operating management, receiving Government bonds with a fixed interest return for every honest dollar that they have invested in the railway industry."

"We ask that the railroads of the United States be vested in the public; that these actually engaged in conducting industry, not from Wall Street but from the railroads, yards and out on the railroad lines, shall take charge of this service for the public."

Those Entitled to Control.

"Those represent all the brains, skill and energy in the business. They are entitled to that measure of control which is equal to their ability and their responsibility for operating the transportation properties. Then and then only will the service be primarily for the

public, not primarily for profits to speculators and inflators of capital.

"As a means of accomplishing this end we ask that a lease be granted to a corporation created not for profit but for public use. We ask that the corporation be controlled in its management by an equal representation of the three fundamental interests upon which industry is based. The public operating managers and the workers will then guarantee both the integrity of the investment required for the conduct of the industry and that return which induces it by investing, to enter the public service."

"The public as consumers and the operating managers and wage earners as producers having joined in that guarantee will then share equally all earnings in excess of the amounts required to meet the guarantee."

"This is provided by granting to the wage earners and the public one-half of these savings which they obtain through their perfected organizations can make and by securing to the public the other half to be enjoyed by the consumer either by increasing the means for service without increasing fixed charges or by reducing the cost of the service which the machinery then in existence can render."

"Thus the cost of transportation is automatically reduced easily in proportion to the savings made by the producers of transportation. Increased earnings powers of producers under this system cannot be reflected in increased costs; it must be balanced by decreased costs."

"The railroads are the key industry of the nation. They affect at once the price of every necessity. As increased transportation costs are reflected in the increased prices of all commodities so a reduction in these costs must be reflected by reduced prices."

"We say this because of labor's interest as consumer, as part of an overburdened public. This fundamental statement of principle we respectfully submit to the American people."

Clerks' Position Outlined.

The position of the International Brotherhood of Railway Clerks was outlined in a statement from J. J. Forrester, clerk. He hinted that action by the railway clerks, freight handlers, express and station employees would be similar to that taken by the shopmen."

A referendum, in effect a strike ballot, will be taken upon whatever reply the Railway Administration makes to pending demands for a wage increase and improved working conditions. The organization comprises 450,000 members.

Demand for a forty-four hour week, overtime and a 20 cent an hour increase in wages has been made, and the Brotherhood expects a definite reply immediately. A letter has gone to the Administration, Mr. Forrester said today, asking a hearing.

"When that reply is received," he said, "it is not of the nature that goes along with the proposition we have made, it will be put out to the employees immediately for their action. The pressure from the employees for a vote on the answer of the Railway Administration is strong, and if the demands are granted, and the Brotherhood judges from the temper of the employees, they are likely to follow the lead of the shopmen."

"It costs the railroad clerk with a family of five as much to live as it does a locomotive engineer with his family. Our members are in the same trap economically as the locomotive engineers. We are going to stand with them in demanding that unless something be done materially to reduce the cost of living our wages must be raised to give us immediate relief."

Expects a Conference This Week.

Mr. Forrester stated that he expected a conference this week. The specific demands beyond the four-hour week are for overtime of time and a half, Sundays and holidays to be classed as overtime work. A 20 day year is also demanded. He said he expected to receive certain details previously existing affecting truckers and freight handlers of superior rank. It is demanded that the chief clerk be reduced to the rank of clerk.

Opposition to President Wilson's plans for the creation of a wage board to settle demands of rail workers for increased wages, and the creation of a board which has greater powers than the Interstate Commerce Commission, was evidenced today, when the House Interstate and Foreign Commerce Committee held a hearing on the bill.

The action was taken by reporting favorably to the House the bill of Senator Cummins (Iowa), which takes away from the President and the Interstate Commerce Commission all power to put into effect new and increased rates without the specific approval of the Interstate Commerce Commission, and in cases where intrate rates are affected State commissions must give their assent.

The bill places the Railroad Administration in the position as the carriers were before Federal operation. During Federal operation the President had the power to meet increased wage demands by increased rates, which could be put into effect on his own initiative.

The bill was reported by a vote of 8 to 5 almost on party lines, five Democrats voting against the bill. One Democratic vote for it, casting the deciding vote with the five Republicans.

Despite the close vote there is undoubtedly a strong sentiment in Congress against any move to limit the powers of the Interstate Commerce Commission. For this reason the action of the committee is considered significant.

Chairman Egan (Wis.) of the House committee said today that with the present information he did not see how he could favor the President's plans to set up a new wage adjustment body with greater powers than the commission. He indicated also that he believed the President already had ample authority to deal with demands of railroad workers for wage increases and that Congress could accomplish little by setting up new agencies.

Plan Would Rest Rates.

"Should the President's plans be enacted it is admitted by Mr. Hines that any increased wage demands the workers would be mandatory on the Interstate Commerce Commission," he said. "These increases would have to be accepted by the commission, and there would be but one course left to it and that would be to increase rates. The result would be that the commission would be a mere nominal agency."

It was pointed out that no course would be open to the commission to investigate the injustice such increases might cause, but that all it could do would be to boost rates until the increased wages were met.

"But the President already has authority, at least until the Cummins bill is passed, to grant any increased wages he may deem necessary and rate rates to meet this increase. Congress has created a wage adjustment board to take care of the present situation," said Mr. Egan.

Mr. Egan expressed the opinion also that the majority of the people of the country have been so dissatisfied with the Government operation of the roads that they are opposed to Government ownership of the lines, as proposed by the railroad Brotherhoods. Mr. Egan stated that if the unions try to force the plan, through threatened strikes, when the majority of the people are opposed to it, such action will react against their cause.

The committee, Mr. Egan said, will give full and complete hearing to the Brotherhood and the Government on Thursday. Director-General Hines probably will not be called until about August 15 to give his views on the various problems. Mr. Egan said.

300,000 Automobiles Stolen Here Every Month!!

(Newspaper Caption)

If you decide to purchase a second hand automobile, be sure to require a bond to be given by the seller guaranteeing his ownership of such automobile. Call upon us for particulars and save yourself a possible loss and much annoyance.

If you buy a stolen automobile the REAL owner can claim it and You lose!

NATIONAL SURETY COMPANY

115 Broadway

World's Largest Surety Company
CAPITAL AND SURPLUS OVER NINE MILLION DOLLARS

We Sign all Kinds of Surety Bonds

LONDON'S MILLIONS DENIED JOB, SHOOT TWO OF FACULTY WILSONIAN SECRECY BEWILDERERS DAVIS

SEE RIVER PAGEANT U. of C. Graduate Tries to Slay Girl Secretary. Presidential Aid Unable to Explain Action Taken on Treaty.

Special Cable Despatch to The Sun.
Copyright, 1919, all rights reserved.
LONDON, Aug. 4.—Father Thames and the sons of Neptune provided the chief festival for St. Lubbock's bank holiday when three million Londoners came today to pay tribute to the war work of the British navy and mercantile marine. From the pool of London to Chelsea every foot of space along the river was filled with lighters. The banks of the river and the warehouses, which usually present a drab sight, were hidden behind strings of pennants and other decorations, including thousands of flags. Several sews were anchored at the foot of the embankments and these were used as grandstands.

When the procession started every tree was filled with every building dotted with people. Many stood at the base of the Sphinx and several sat between the forepaws of the Sphinx. A dense mass of people that a few could see more than the waving flags at the mast heads of the ships.

The main interest in the procession was the appearance in city waters for the first time in seventy years of the royal barge, with King George aboard, built for William III. over two centuries ago. The barge was rowed by eight men, all dressed in scarlet tunics and black peaked skull caps. The barge is an oak craft, fitted with a canopy at the stern, behind which the steersman stands. On a platform stood a guard holding a shield.

For this procession the Admiralty also provided an elaborate barge, 34 feet long, with an enormous figure head representing a sea horse and bearing a shield on which was carved an Admiralty emblem. This vessel was specially constructed at the Chatham shipyard in the record time of fourteen days.

300,000 ALREADY OUT, SAYS CHICAGO
Number Will Be Doubled by Wednesday, Union Claim.

CHICAGO, Aug. 4.—Every roundhouse worker in the United States may be asked to join the general strike of the Federated Shop Trades of America, according to information given out today at the Chicago headquarters of the organization.

L. W. Hawver, president of the Chicago Council of the Federated Railway Shopmen's Union, said that between 25,000 and 30,000 men were in the country and that the number is increasing hourly. He says that about 45 per cent of the entire members of the union is out and that before Wednesday night 80 per cent will be out.

The most serious tie up of industry caused by the shopmen's strike was reported from Gary, Ind., where eight of the largest steel furnaces, three of the United States Steel Corporation were banked. It was said 10,000 men were thrown out of employment as a result of the shutting down of these furnaces.

An embargo on grain shipments until the end of the strike had been ordered by the grain control commission at Omaha.

R. H. Ashton, regional director of railroads for the Northwest region, said today that the strike thus far had not seriously interfered with either freight or passenger traffic.

Approximately 6,000 railroad car shop employees went out in the Cleveland district, according to information given out by officials. Messages have been sent to workmen at Reading, Jersey City and Haverburg asking them to join in the strike.

Seventy thousand workers in railroad shops in the Southeastern States were said today by union leaders to have gone on strike. Railroad Administration officials indicated the situation was becoming more serious.

Armed Turks Terrorize Greeks.

SALONICA, Aug. 4.—Bands of Turks armed with rifles of the Turkish model are terrorizing the Greek population along the Greek shore of the Black Sea and pillaging their property, according to dispatches received here today by the Athens News Agency.

Grave Diggers Ask Half Day Off.

ALBANY, Aug. 4.—Three bodies were placed in a receiving vault in St. Agnes Cemetery here today. This action was necessitated by a strike of twenty-three grave diggers, who refused to continue working until their demands for half-holiday on Saturdays were met. The strikers subsequently appealed to Bishop Gibbons, who directed the men to return to work.

Colombian Treaty Up To-Day.

WASHINGTON, Aug. 4.—The \$25,000,000 Colombian treaty, which was to be taken up in the Senate today, was in open session, went over until tomorrow at the request of Senators who were unable to attend today's session.

LA GUARDIA ASSAILS AIR SERVICE POLICY

Asserts Conditions Are in Chaos and That He Intends to Force Issue.

GRAFT MUST END, HE SAYS

Representative Charges Favoritism in Promotions of Men Ignorant of Flying.

Charges of "misérable incompetence" were made against the heads of the Army air service yesterday by Representative F. H. La Guardia. Mr. La Guardia, who served in the air service during the war, said there is not a man in the country, from Secretary of War down, who knows what material the air service has and where it is, and that conditions within the service are chaotic. This statement was called forth by an article recently published on the situation in which one of the chief causes for the condition of the American flying forces is given as the failure of Congress to make adequate appropriations.

"Ever since I got out of the army and back to Congress," he said, "I have been endeavoring to obtain intelligent information as to what the air service has on hand. I have pleaded, I have begged, I have threatened, and up to date there is nobody able to tell what the air service has, where it is, in what state it is, how many motors are used, how many planes have crashed, how many are new, how many available, or how many are fit for actual service, and these same men have the audacity to resort to the old drama of the Liberty motor days by charging Congress with cutting down appropriations in order to hide their own miserable incompetence."

Mr. La Guardia said that a resolution he introduced, which passed the House Friday on a strict party vote, "my Democratic friends assuring me that it was necessary and timely but voting against it on party principles," will help in discovering for the first time the state of the material of the air service.

In the matter of personnel, he had this to say: "It is forgotten that only a few weeks ago the chief of the air service made nine promotions to the grades of Lieutenant colonel and Colonel, and that not one of these men is a flier and not one has seen service overseas. Is it forgotten that one of the men appointed with the rank of Colonel, who is responsible for the condition of the air service, is a brother-in-law of the chief of the air service, who had no flying training or qualification for the position he fills?"

Mr. La Guardia also severely criticized the sale of \$25,000,000 worth of good planes for \$2,000,000. This was at the rate of a plane for \$400 and a motor for \$200, he said, adding that he was working hard to have the contract rescinded. This is the contract made with the Curtiss company, although the name of the concern is not mentioned.

Mr. La Guardia said that no policy has been adopted permitting service fliers of the reserve to take flights to keep fit. The chief of the air service informed him that a policy was under course of study, and a system might be planned by fall. This prevents fliers during the summer months. "I could go on for some years," he said, "but I am not an incompetent, favoritism and graft will have no chance as long as the present Congress is in existence," he declared.

ISAAC LEONARD DROPS DEAD.

Former New York Broker Dies on Kentucky Race Track.

Special Despatch to The Sun.
LEXINGTON, Ky., Aug. 4.—Isaac Eugene Leonard, 54, prominent in business and social life and formerly a New York broker, dropped dead today while walking on a path in the Kentucky Association race track. His brother, Andrew G. Leonard, only surviving member of the family, is at Saratoga, where he was notified of his brother's death.

Mr. Leonard was born in Trenton, Ill., a son of Frederick Washburn Leonard, a banker of New York. He was graduated at Yale and for some years was a broker in New York. He came here to buy a farm. He had been ill in health recently, but was thought to be improved.

AMERICAN YOUTH RELEASED.

Mexico Fails to Add Whether Ransom Was Paid for Shipley.

WASHINGTON, Aug. 4.—Advices to the State Department today from Mexico City, based on publications in Mexican newspapers, said Lawrence L. Shipley of Yarrington, Nev., who was kidnapped by bandits near Fresnillo Station, Mexico, July 15, had been released. There was no indication whether a ransom had been paid.

Great representations in this case were made to the Mexican Government by the State Department immediately after Shipley was captured.

KARLSBAD BATHS ON BLOCK.

Americans Prepare to Lease Famous German Place.

BERLIN, Aug. 4.—The *Vossische Zeitung* says that an American commission, composed of financiers, engineers and officers, is in Karlsbad investigating the porcelain earth mines there as security for an American loan to Czechoslovakia. It is said that the city of Karlsbad will rent the cure baths to an American concern.

St. Louis Brewers Grant Increase.

St. Louis, Aug. 4.—Wage increases ranging up to 40 per cent, and a reduction in hours of labor were granted 2,500 brewery workers employed here under an agreement announced today. The agreement affects all large St. Louis breweries and dates from July 1.

PALAIS ROYAL

Broadway at 48th Street

Restaurant

For Discriminating Diners

Superlative Cuisine and Service

Best Dance Orchestra in Town

U. S. PLANES IN WAR FAR BEHIND ALLIES

Commander of A. E. F. Air Service Gives Figures to House Investigators.

FIRST IN FRANCE, MAY, '18

Only 740 Machines on Front When Fighting Stopped—No Night Bombers.

Special Despatch to The Sun.
WASHINGTON, Aug. 4.—The United States was so woefully weak in airplanes that it was not until August 2, 1918, that the first all American plane flew across the Channel to the Germans. Col. Mason M. Patrick, formerly Major General in charge of the air service of the American Expeditionary Force, told the House sub-committee investigating war expenditures today.

Col. Patrick, who took charge of the air service abroad in May, 1918, said the first American plane did not get into France until that month. By the time the armistice was signed only 215 all American machines were on the front and only 867 had been sent to France.

The air service was woefully weak, he said, when I was placed in charge, and never did develop the strength our army required," he said. "By July we had 270 machines at the front, but they were mostly foreign make. Our total airplane strength on the front when the war ended was 740 machines, and yet we should have had 2,750 planes."

Allies Superior to Enemy.

Col. Patrick revealed that during nearly all of 1918 the Allies were superior in the air to the Germans. On July 20, 1918, the Allies had 5,538 airplanes and the Germans 3,309.

The detailed figures for that date, given by Col. Patrick, follow:

	Pur.	Obs.	Day	Night	Total
France	124	1,440	225	210	2,020
Italy	12	1,161	208	130	1,511
England	79	608	338	150	1,175
America	23	220	117	12	372
Italy	23	260	36	80	379
Belgium	4	110	1	4	119
Germany	1,090	2,277	8	22	3,397
Austria	1	12	1	1	25

Only Frames Were Burned.

Questioned as to the reported burning of airplanes in France after the armistice, Col. Patrick said this was justifiable. The planes burned were no longer serviceable, and after being stripped of their engines and all metal parts the wings and fuselage were destroyed because they were considered useless, he said. It would have been a poor investment to ship them back to America, he claimed.

Col. Patrick denied the assertion of Capt. Eddie Rickenbacker in his book, which called the De Havilland planes "flaming coffins."

"No more of these planes crashed than any other kind, but of course aviation differ over the qualities of the various machines," he said.

Col. Patrick said America should have had 2,750 planes in France when the armistice was signed, according to the size of the army. Even this, he said, would have been a very small margin of strength for a force about 500,000 larger than the United States.

"We were unable to get the planes," he said, "because we frequently called for them. Had the war gone on longer we would have been able to make a much better showing. We expected to have 2,000,000 men on the front because of the Chief of Staff. For that size army we hoped to have 350 flying machines."

Tampa Cigar-makers Quit.

TAMPA, Fla., Aug. 4.—More than 1,000 cigar-makers went on strike today to enforce demands for a 25 per cent increase in wages. With strippers, packers and selectors out of work because of the cigar-makers' strike 15,000 men were said to be idle.

Uptown Banking for Uptown men and Women



Bankers Trust Company

UPTOWN New York is a great business district. It is filled with busy men and women who seldom leave the district during business hours. They must have the best of banking facilities and must have them

UPTOWN.

The center of this district, and therefore the handiest banking location is

FIFTH AVENUE and FORTY-SECOND STREET

That is where the Astor Trust Office of the Bankers Trust Company is located.

There you can obtain every service in banking, trusts and investments offered by

BANKERS TRUST COMPANY

Member Federal Reserve System

You need not Suffer

BELLAN'S
6 BELLAN'S
Hot water
Sure Relief
FOR INDIGESTION

squadrons of twenty planes each, or 7,000 planes!

The sub-committee will leave in a few days for the Pacific coast to investigate the grape situation. Chairman Free (Wis.) today said he did not see how the committee could be back before October 1. Hearings will be held on Sept. 10 in Chicago on Monday and later in St. Paul.

TEUTONS' YANKEE WIVES HELPLESS

May Not Regain Fortune Seized Here Under Alien Enemy Law.

Special Despatch to The Sun.

WASHINGTON, Aug. 4.—There is no relief for American housewives who married foreign titles in the Central Empire and who have become impotent because of the seizure of the American sources of their income by the Alien Property Custodian. A number of such fortunes were taken over by the Alien Property Custodian soon after the declaration of war and under the law they must be held until the husband's status is determined.

Under the laws of this and other countries a woman marrying outside of her own nationality becomes a citizen of the husband's nation.

Consequently American girls who married titled German, Austrian or Hungarian noblemen are in the eyes of the law citizens of Germany, Austria or Hungary, as the case may be. Under such circumstances they are alien enemies within the purview of the Alien Property Custodian.

Officials here were interested today in the story of Karl H. von Wiegand, the staff correspondent of *The Sun* in Berlin, of suffering of certain American housewives who were in or had fled from the Central Empire. They said the situation of these women had been considered in the past, but that the law was unworkable.

It was stated today that there are only three alternatives for these women to employ if they wish to secure position of their incomes or their source of income in this country. They must either kill off or divorce their husbands or have the husbands become American citizens. Entry of the husbands into this country to become citizens would probably meet with some difficulty, however, as the United States is still technically in a state of war. Consequently the alternatives narrow to two, that the average person does not look very interesting.

It was explained by an official of the Alien Property Custodian today that if any helpless or other person who in the law is an American citizen but who has been unable to leave an enemy country may now return and claim an American citizenship, that has been taken over. Without citizenship there is really no chance of obtaining it unless Congress affords some relief.

Tampa Cigar-makers Quit.

TAMPA, Fla., Aug. 4.—More than 1,000 cigar-makers went on strike today to enforce demands for a 25 per cent increase in wages. With strippers, packers and selectors out of work because of the cigar-makers' strike 15,000 men were said to be idle.

Uptown Banking for Uptown men and Women

UPTOWN New York is a great business district. It is filled with busy men and women who seldom leave the district during business hours. They must have the best of banking facilities and must have them

UPTOWN.

The center of this district, and therefore the handiest banking location is

FIFTH AVENUE and FORTY-SECOND STREET

That is where the Astor Trust Office of the Bankers Trust Company is located.

There you can obtain every service in banking, trusts and investments offered by

BANKERS TRUST COMPANY

Member Federal Reserve System

UPTOWN New York is a great business district. It is filled with busy men and women who seldom leave the district during business hours. They must have the best of banking facilities and must have them

UPTOWN.

The center of this district, and therefore the handiest banking location is

FIFTH AVENUE and FORTY-SECOND STREET

That is where the Astor Trust Office of the Bankers Trust Company is located.

There you can obtain every service in banking, trusts and investments offered by